

Draft

Americans with Disabilities Act

ADA/504 Transition Plan

Revised July 2015

TABLE OF CONTENTS

INTRODUCTION	
I. ADA IN EMPLOYMENT	3
II. ENFORCEMENT - ADA COORDINATOR	3
III. COMMUNICATIONS	4
IV. FACILITIES	4
V. PUBLIC RIGHT OF WAY	4
New Construction/Significant Alterations Activity	4
Pavement Preservation/Paving Activities	5
Traffic Signals	5
Construction Zones	6
Review of Existing Procedures/Conclusions	7
Curb Ramps - Existing Condition's Plan Schedule	8
Traffic Signals - Existing Condition's Plan & Schedule of Modifications	10
Plan Monitoring	11
APPENDIX	13
Figure 1: Statewide Curb Ramp Inventory by Route Number	
Figure 2: 2016 VIP Paving Program and District 1 APS Locations	
Figure 3: Summary of VIP Ramps	
Figure 4: APS Project No. 171-381	
Figure 5: APS Project No. 171-382	
Figure 6: APS Project No. 171-372	
Title II ADA/504 Complaint Disposition Process and Associated Forms	

Introduction

Department programs, facilities and the public rights-of-way are required to be accessible to persons with disabilities through the following Federal Statutes: Section 504 of the Rehabilitation Act of 1973 and Title II of the Americans with Disabilities Act of 1990 (ADA).

The Rehabilitation Act of 1973

The Rehabilitation Act of 1973 is a national law that protects qualified individuals from discrimination based on disability and makes it illegal for the federal government, federal contractors, and any entity receiving federal financial assistance to discriminate on the basis of disability. Section 504 obligates state and local governments to ensure that persons with disabilities have equal access to any programs, services, or activities receiving federal financial assistance. Covered entities also are required to ensure that their employment practices do not discriminate on the basis of disability.

The Americans with Disabilities Act of 1990

The ADA is built upon the foundation laid by Section 504 of the Rehabilitation Act. While Section 504 applies only to entities receiving federal financial assistance, the ADA covers all state and local governments, including those that receive no federal financial assistance. The ADA also applies to private businesses that meet the ADA's definition of "public accommodation" (restaurants, hotels, movie theaters, doctors' offices, etc.), commercial facilities (office buildings, factories, and warehouses), and many private employers.

The ADA has five separate titles, Title II is the section specifically applicable to "public entities" (state and local governments) and the programs, services, and activities they deliver. The Department of Justice (DOJ), through its Civil Rights Division, is the key agency responsible for enforcing Title II and for coordinating other federal agencies' enforcement activities under Title II.

United States Department of Justice regulations designate the United States Department of Transportation (USDOT) as the agency responsible for overseeing public agencies' compliance with the ADA. The USDOT in turn has delegated to the Federal Highway Administration (FHWA) the responsibility to ensure ADA compliance in the public right-of-way and on projects using surface transportation funds.

The ADA requires public agencies with more than 50 employees to develop a transition plan in the event that structural changes to facilities are needed to achieve program accessibility. Due to the size of the Connecticut Department of Transportation (Department) and recognition that there are numerous physical

barriers which impact the access of persons with disabilities, the above titled transition plan has been developed.

Background

In February 2007, CTDOT began working on an approach to fulfill the ADA requirement of a roadway Self-Assessment and Transition Plan. As a Self-Assessment is a review of all CTDOT policies/procedures relating to ADA compliance, CTDOT and FHWA agreed that this review and update would occur concurrently with the crafting of the Transition Plan. As part of that process, CTDOT finalized its strategic plan on how it intended to conduct the ADA Self-Evaluation and the Transition Plan.

The strategic plan identified how CTDOT would evaluate its employment practices, communications, facilities, and public rights of way. CTDOT established a core team and utilized other resources to perform individualized tasks as appropriate. The Plan was sent out for public comment. Comments were addressed and the FHWA approved CTDOT's Interim ADA Transition Plan on February 10, 2009. The Plan was revised again in 2011.

Department ADA Program

Employment:

It is Department policy to not discriminate against qualified individuals with disabilities in any of its employment practices, programs, services or activities. The Department is committed to equal opportunity for qualified persons with disabilities and their right to participate in the mainstream of American Life. The Department's ADA policy is documented in Policy Statement EX.O.-17 Americans with Disabilities Policy. A copy of this document is contained in the Appendix. The Department's Human Resources Administrator, Vicki Arpin, reviews all requests for ADA accommodations by employees and has decision making authority to approve or deny requests on behalf of the Department. All denials of requests for accommodations can be appealed by contacting the Office of Equal Opportunity & Diversity's Equal Employment Opportunity Manager, Nancy Bryant. The Department's ADA policies are posted on all bulletin boards, on the Department's website, and are included in the annual Affirmative Action Plan. All new employees are given a copy of the policy through the New Employee Orientation program.

Office of Equal Opportunity & Diversity:

The Office of Equal Opportunity & Diversity is responsible for coordinating and enforcing the Department's compliance with the ADA and Section 504 of the Rehabilitation Act. The Commissioner has designated Ms. Nancy Bryant, Equal Opportunity Manager, as the Title II ADA/504 Coordinator for external services (roadways and public transportation). The general public is informed about ADA as it applies to Department services via the website. The Title II ADA/504 Complaint

Disposition Process and associated forms may be found on the Department's website under Affirmative Action and Accessibility. Letters are also sent to registered service providers (taxicab companies) on an annual basis reminding them of their responsibilities under ADA. The policies posted on the website can be viewed in any language and in html format. Policies can be provided in Braille or audio format upon request.

A copy of the complaint procedure and complaint form can also be found in the Appendix.

Communications:

- The Department has policies and procedures in place to deal with requests from the general public for sign language interpreters. Language Interpreting Services are provided through an interagency agreement with the Connecticut Department of Rehabilitation Services
- TTY/TTD (Text Telephone/Telecommunication Device for the Deaf) – The Department has a TTY located in the Office of Communications to answer calls from the hearing impaired. There are no public telephones available to the public for making outgoing calls.
- The Department's website design is controlled by BEST (Bureau of Enterprise Systems and Technology) and all state website templates are the same. Documents posted to the Department's website (announcements, policies, etc.) are in html or PDF format and can be viewed with a screen reader.

Facilities:

The Department owns and operates over 208 buildings throughout the State of Connecticut. These buildings serve several basic functions, i.e., office buildings, maintenance facilities, fueling stations, service plazas, highway rest areas, motor pool, data center, training center, laboratory, storeroom, surplus, railroad stations, transit operations, and state pier. The buildings are located throughout Connecticut and are managed by the Department's Property and Facilities Services located at the Central Office Headquarters. Each building was designed to standards and guidelines in existence at the time of its construction. All improvements to existing facilities are made in accordance to the current standards and guidelines in effect at the time of alteration.

Public Right of Way Accessibility

Public Right of Way:

New Construction/Significant Alterations Activity

A review of the Department's policies and procedures governing new construction in the State highway right-of-way was undertaken to determine if they were in

compliance with ADA guidelines. Construction activity in the State highway right-of-way can occur under two mechanisms, Department project or encroachment permit.

The majority of new construction in the State highway right-of-way is undertaken by the Department, under a Federal and/or State funded construction project. The design standard governing such work is known as the "Connecticut Department of Transportation Highway Design Manual (2003 Edition)" (HDM). ADA design considerations are present throughout this publication, where applicable, and specific accessibility guidance is available as well for designers in Chapter 15, entitled Special Design Elements. This edition of the manual was therefore reviewed for compliance with the ADA.

The second manner in which new work or significant alterations may occur in the State highway right of way is under the Department's encroachment permit process. Through this process, non-Department entities such as private developers, municipalities, and utilities or their contractors seek permission to work within the State highway right-of-way. The design for such work is routinely reviewed by the appropriate Department disciplines to ensure conformity with agency standards, policy, procedures, Federal laws, State Statutes, etc. State regulations governing the issuance of highway encroachment permits reference the previously mentioned HDM. In addition to the design review component of this process, an inspection component ensures conformance with approved plans and specifications.

Pavement Preservation/Paving Activities

Until the recent past, the Department had generally considered only new construction or reconstruction projects to be alterations; project types that require accessibility improvements as part of their scope of work. The Department's Pavement Preservation Program, Vendor-in-Place Paving Program and paving done under the encroachment permit process had been considered routine maintenance, not an alteration that triggers accessibility improvements. Guidance issued jointly by the Department of Justice and FHWA in 2013 clarified which paving activities can be considered maintenance and what must be considered an alteration. The majority of the Department's paving activities is considered an alteration, and thus requires the installation of curb ramps as part of the scope of work.

Traffic Signals

The design and operation of a traffic control signal takes into consideration the particular characteristics of the intersection as well as the needs of vehicular, pedestrian, and bicycle traffic. There are circumstances where it is reasonable to expect pedestrians to have a need to cross a street. If the basic signal operation does not include satisfactory provisions for pedestrians, additional pedestrian control features are considered. In Connecticut, these additional features would be either pedestrian push buttons for actuating the side street green phase or an exclusive walk phase.

Intersections with exclusive walk phases are intended to give pedestrians the ability to stop all traffic at a particular location and cross the designated intersection approaches with no vehicular conflicts. This type of control provides pedestrian signals which indicate the appropriate time to cross and includes clearance intervals. Accessible pedestrian signals (APS) are installed at all traffic signal installations with exclusive pedestrian phases. The actuation buttons for exclusive walk phases are ADA compatible with sidewalk access provided.

Intersections with side street green push buttons are intended to give pedestrians the ability to stop the arterial traffic flow and, thereby, cross the major street during the minor street green interval. Under this type of pedestrian accommodation, pedestrians crossing the major street may encounter conflicting vehicular turning movements entering the intersection from the minor street. For this reason, this type of control is not considered appropriate for APS. However, pushbuttons installed for this purpose are ADA compatible (height, operating force, size) with access to the adjacent sidewalk network provided (ramps, sidewalk extensions, etc., as necessary). When a request is made on behalf of visually impaired pedestrian involving State maintained traffic signals, it is discussed with a representative of the Connecticut Board of Education and Services for the Blind and the Local Traffic Authority. In some cases, it has been necessary to upgrade the pedestrian accommodation at an existing signalized intersection from side street green to exclusive walk phase in order to provide the requested APS.

The Department's procedures and practices related to APS are addressed by the Division of Traffic Engineering's Traffic Control Signal Design Manual. Similar to the HDM, this manual serves as the design guidance document for all traffic signal installations occurring in the State highway right-of-way regardless of whether the signal is designed by a consultant or State forces. The Department's reliance on the Traffic Control Signal Design Manual ensures a consistent APS treatment at those signalized intersections where pedestrian accessibility may be compromised for individuals with disabilities.

Construction Zones

All users of the public right of way (motorist, bicyclist, pedestrian, utilities, and adjacent property owners) need to be accommodated during construction. This is accomplished through the development of temporary traffic control plans and/or specifications. In terms of pedestrian access, providing the level of accessibility that individuals with disabilities experienced prior to the project is the goal until the project's ADA amenities are constructed. For example, should sidewalk ramps exist prior to construction, temporary ramps, and walkways, etc., will be installed with appropriate signage during construction or some alternate means of access provided.

The HDM (Highway Design Manual) serves as the Department's design standard for accessibility accommodations needed during all stages of construction as well.

This publication addresses M&PT (Maintenance and Protection of Traffic) issues in Chapter 14 entitled: Temporary Traffic Control. The maintenance and protection of traffic (M&PT) plan and contract special provisions should provide direction to the contractor and those administering the contract on how pedestrian traffic passes through a work zone in a safe and efficient manner. The M&PT plans may range from set plans that include every detail of traffic accommodation to the standard temporary control plan sheets. The scope of the M&PT plans and special provisions will depend on the complexity and duration of the construction activity.

In the field, the Department's Construction Manual (CM) serves as the authoritative reference for staff administering the agency construction program. This manual contains significant guidance to ensure contractor conformance with the approved PS&E. Chapter 20-Maintenance and Protection of Traffic (MP&T) Changes and Public Relations provides guidance on how to address pedestrian access, including accommodation for disabled individuals, even if not adequately by the MP&T plans included in the contract.

Review of Existing Procedures Conclusions

During the review of how accessibility is addressed in the Department's existing procedures for design and construction in the public right-of-way, the following items were identified:

1. Task: The HDM is largely in compliance with ADA guidelines; however new/improved guidance is needed to address inconsistencies with current ADA requirements. A major update to the HDM is ongoing and the following issues need to be addressed:
 - a. New guidance regarding accessibility improvement to be provided with paving activities,
 - b. Improved guidance on how to accommodate pedestrian MP&T for short duration construction activities,
 - c. Adoption of PROWAG as design standard,
 - d. Improved guidance for curb ramp design
 - e. Process to address technical infeasibility when full ADA accommodation cannot be provided

Status: The effort is ongoing and ADA related revisions will be incorporated into the next update of the HDM which is scheduled to be completed in 2016.

2. Task: Revise Stewardship Agreement checklist to include sign-off for designer indicating that ADA design considerations were included in the Final Design.

Status: Checklist will be updated after changes to the HDM are finalized.

3. Task: Revise Traffic Control Signal Design Manual to reflect the current practice of providing APS at traffic signals with exclusive pedestrian phase.

Status: A revision to Chapter 11 of the manual will be included with the next update to the manual.

4. Task: Revise Highway Encroachment Permit Regulations Manual to strengthen the linkage to the HDM and to emphasize to permit applicants the necessity to address accessibility as part of their scope of work.

Status: An update to these regulations is not imminent due to the statutory approval requirement for changes; however improved guidance relating to required accessibility accommodations is being developed and will be disseminated to the public.

5. Task: Conduct Training Session for Engineering, Construction and Maintenance personnel to promote awareness of ADA accessibility requirements during design and construction activities.

Status: Numerous training classes have been held in the past; however, it is an ongoing effort to insure awareness of new/revised requirements. A point of emphasis will be to train new staff and key Maintenance personnel who have not participated in previous training session.

Curb Ramps-Existing Conditions Plan and Schedule of Modifications

To this point, the Department's Transition Plan for Public Rights-of-Way along State Highways has focused on new construction projects either while they are in construction, or in their final as-built condition. However, it is recognized that such new construction activity only covers a small portion of State maintained highway system. Taking into account those roadways where pedestrians are prohibited, such as expressways, about 3000 miles of designated State-owned roadways require a review for ADA compliance and possible corrective action.

An assessment of curb ramps on State-owned roadways was conducted using the Department's Digital Highway photolog system. Four (4) different ratings were used to describe the condition at a pedestrian crossing:

- Existing concrete curb ramp with tactile warning strip-assumed to be built according to current ADA requirements
- Existing curb ramp (bituminous or concrete) without tactile warning strip, assumed to be partially non-compliant
- No curb ramp at pedestrian crossing
- No curb ramp at location of traffic signal pushbutton.

The summary of the assessment is shown in the table below. A detailed summary by route is included in the Appendix.

Concrete curb ramp with warning strip	Curb ramp without warning strip	No curb ramp at crossing	No curb ramp at pushbutton
3,183	11,594	1,577	1,327

The last update to the plan included five designated route segments for the installation of ADA compliant curb-ramps.

<u>City</u>	<u>Routes</u>
New Haven	Route 1, 10, 34 and 706
Waterbury	SR 847
Stamford	Route 1, 137 and 493
New London	Route 213 and 641
New Britain	Route 175 and 555

These routes were selected based on a number of factors; population density, presence of disabled population, and proximity to schools, medical facilities, government building and public transportation. Of those five locations, only the New Haven project has been completed. The Waterbury project is nearing completion of design and will be in construction for calendar year 2016. A portion of the New Britain project (Route 555) is contained in the proposed 2016 VIP (Vendor in Place) Paving Program and will have the curb ramps addressed by that program. No action has been initiated on the remaining project areas. The design-bid-build process for these projects has been extremely costly, resource intensive, and slow. Using the traditional design-bid-build approach to make the necessary improvements to the curb ramps on our network is proving to be less than efficient and new methods are being sought to address the three remaining priority route segments.

In addition to the project areas previously identified, the Department must address non-compliant curb ramps that fall within the limits of the annual VIP Paving program. The VIP program typically covers two hundred (200) 2-lane miles, and based on recent DOJ/FHWA guidance, will require the construction of approximately 1000 new ADA compliant curb ramps annually. The Department is initiating a State-funded Department of Administrative Services' (DAS) contract for the construction of the curb ramps starting with the 2016 VIP program; see the Appendix for proposed segments of roadway and number of curb ramps to be constructed.

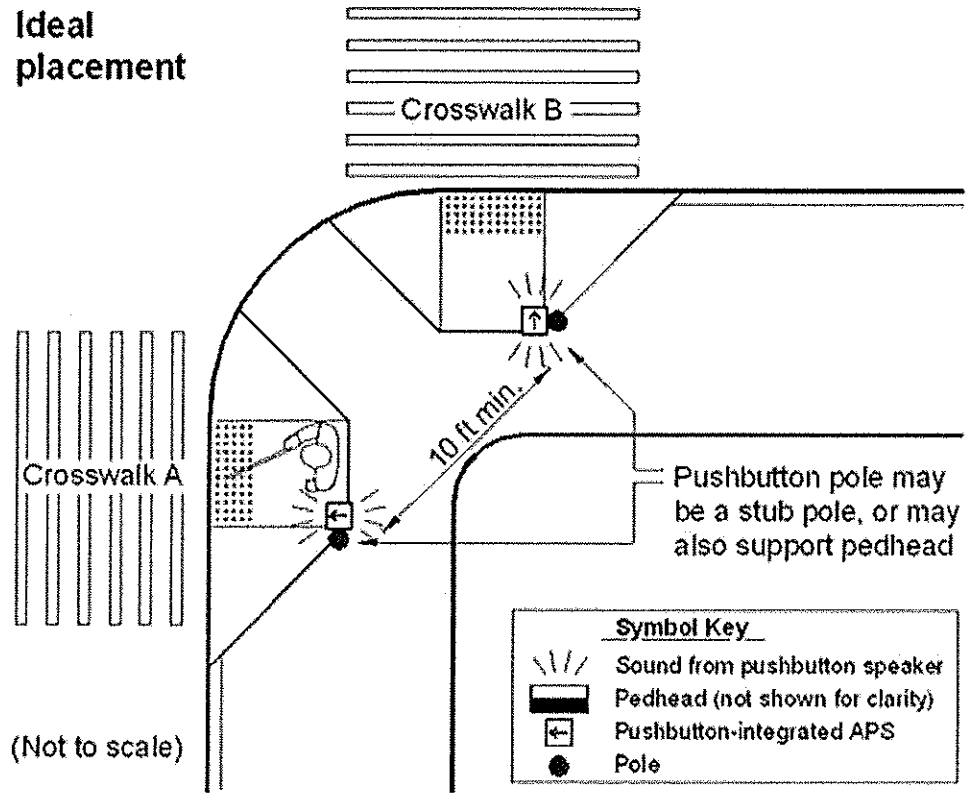
The contract will use a modified design-build approach that should be more efficient than the current design-bid-build method currently in place. Curb ramps that can't be constructed before or during the annual VIP program due to utility or right-of-way conflicts will be documented and installed as part of a future project. The timing of these projects will depend on the number of ramps requiring construction and the complexity of the conflict encountered. The Department's intent is to install curb ramps wherever possible from a contracting and work process standpoint.

For calendar year 2017 and beyond, the locations of curb ramps to be constructed is not yet defined; however, we will continue to provide ramps within the limits of the VIP paving program and the prioritized routes previously identified using the DAS contract wherever possible. Traditional design-bid-build projects will likely be needed to address curb ramps with right-of-way or utility conflicts. Those projects, whose size and scope are to be determined, will be documented in future updates to the plan. Using this approach, it is anticipated that the Department will have a network of ADA compliant curb ramps in less than 15 years.

Traffic Signals-Existing Conditions Plan and Schedule of Modifications

As part of the Department's ADA transition plan, steps are being taken to evaluate and improve accessibility, as necessary, at state-maintained traffic control signals. There are approximately 3,200 state-maintained traffic control signals. Since there is funding, manpower and time constraints to improve accessibility at traffic signals, priority was given to those known locations where visually impaired pedestrians could benefit the most from APS upgrades. A total of 192 priority locations have been identified and 123 locations are in District 1. The Department plans to design and construct ADA upgrades at signalized locations starting initially in District 1. The APS upgrades in District 2, 3 and 4 are planned for a future year. Typically new accessible curb ramps are required to accommodate the APS features. Many of these locations also require the acquisition of right-of-way to install the accessible features. See the figure below for details of APS placement.

Ideal placement



The schedule of the District I APS projects is as follows:

Project Number	No. of Intersections	Contract Advertising Date
171-372	44	7/20/16
171-381	15	1/21/15
171-382	39	7/8/15

In addition to the APS projects, in 2016 there will be a number of traffic signal projects advertised which will include the construction of accessible curb ramps. There are approximately 50 intersections that will be included in these projects.

Plan Monitoring

In order to ensure that the Department's ADA Transition Plan remains on track, it is recommended that its progress be monitored annually. This monitoring could take place in the form of a meeting convened by the Department's Office of Equal Opportunity and Diversity. The meeting should include representation from those offices of the Department responsible for planning and designing of the ADA program, the Director of the Office of Equal Opportunity and Diversity, and appropriate FHWA personnel. A report of meeting will document the Department's progress and reflect any program adjustments that may be necessary

Appendix

FIGURE 1: Statewide Curb Ramp Inventory by Route Number

STATEWIDE CURB RAMP INVENTORY BY ROUTE NUMBER

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
1	117.35	531	1319	240	55	1614
1A	1.93	0	6	2	0	8
2	58.02	4	136	12	18	166
2A	9.91	0	0	0	2	2
3	14.48	30	67	2	17	86
4	46.71	22	104	13	17	134
5	54.58	98	352	43	36	431
6	116.31	95	369	61	69	499
7	78.28	14	48	8	34	90
8	67.35	2	15	0	2	17
10	54.27	147	578	17	32	627
12	54.45	80	179	42	28	249
14	24.33	14	45	11	0	56
14A	10.27	15	3	0	0	3
15	83.52	0	2	0	39	41
16	17.05	10	25	2	6	33
17	36.41	7	76	21	14	111
17A	3.02	9	26	2	0	28
19	3.02	2	2	0	0	2
20	31.55	9	6	6	15	27
21	5.67	0	3	0	2	5
22	14.07	15	30	8	6	44
25	28.58	4	10	4	25	39
27	3.21	2	58	5	3	66
30	20.94	17	43	9	20	72
31	14.34	2	21	15	0	36
32	54.87	60	89	24	34	147
33	14.41	17	22	2	4	28
34	24.37	92	65	15	17	97
35	5.66	10	36	0	2	38
37	18.66	0	39	11	2	52
39	22.76	0	18	6	12	36
41	17.85	0	14	1	2	17
42	13.66	3	23	2	3	28
43	5.06	0	0	0	0	0
44	106.01	104	380	50	35	465
45	10.29	0	0	2	0	2

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
47	12.27	0	8	9	0	17
49	21.74	0	1	0	4	5
53	23.56	4	164	13	9	186
55	2.64	0	0	0	0	0
57	9.51	6	12	4	10	26
58	18.58	9	53	11	4	68
59	12.05	30	65	8	3	76
61	9.16	0	1	0	0	1
63	52.56	55	126	23	28	177
64	8.14	0	7	0	7	14
66	38.38	103	120	8	16	144
67	30.99	8	40	4	22	66
68	22.09	29	37	11	19	67
69	35.16	4	156	38	14	208
70	10.92	12	63	3	12	78
71	19.18	55	198	40	11	249
71A	2.92	0	8	5	4	17
72	20.05	54	42	4	3	49
73	3.46	7	15	9	2	26
74	22.20	16	43	9	11	63
75	13.52	2	82	15	19	116
77	13.85	1	12	0	5	17
79	14.34	0	2	0	4	6
80	25.91	6	74	1	13	88
81	15.75	1	18	4	0	22
82	28.47	42	57	0	7	64
83	27.55	27	175	21	7	203
85	37.37	10	35	3	14	52
87	16.62	0	0	0	0	0
89	16.25	0	0	2	2	4
94	9.33	2	16	0	12	28
97	29.14	1	41	3	0	44
99	10.70	54	85	15	3	103
100	4.40	23	12	4	3	19
101	9.46	1	20	5	0	25
102	3.45	1	2	3	0	5
103	5.31	14	21	18	2	41
104	6.82	0	2	1	10	13
106	14.37	15	63	22	7	92

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
107	7.50	6	2	4	0	6
108	11.05	24	136	7	8	151
109	20.92	0	3	2	0	5
110	15.95	1	128	13	8	149
111	11.70	16	37	5	8	50
112	6.68	0	0	0	0	0
113	8.12	9	180	19	1	200
114	7.92	0	0	2	2	4
115	5.66	3	98	4	0	102
116	4.24	0	0	0	0	0
117	11.32	0	15	3	5	23
118	7.48	0	0	2	0	2
120	3.11	2	8	0	2	10
121	5.66	0	8	1	2	11
122	3.51	20	50	1	0	51
123	8.37	19	32	2	9	43
124	9.41	13	73	0	4	77
125	1.24	0	0	0	0	0
126	6.08	0	0	0	0	0
127	6.80	53	125	5	4	134
128	4.03	0	1	0	0	1
130	8.21	36	334	4	0	338
131	3.78	0	2	4	2	8
132	10.97	1	1	1	0	2
133	8.37	0	1	1	2	4
135	2.58	2	45	4	1	50
136	20.46	31	91	29	1	121
137	9.33	16	119	10	5	134
138	17.72	7	17	1	10	28
139	2.36	0	0	0	2	2
140	22.50	5	40	6	14	60
142	4.27	14	40	2	0	42
145	9.91	0	4	1	0	5
146	13.00	22	45	14	0	59
147	5.09	0	0	0	0	0
148	16.35	0	4	2	4	10
149	11.70	4	4	0	0	4
150	9.04	10	79	14	3	96
151	10.77	1	1	2	4	7

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
152	3.31	0	4	5	2	11
153	5.27	3	13	1	1	15
154	28.24	17	99	16	8	123
155	2.22	0	6	2	4	12
156	22.76	17	30	13	11	54
157	6.86	0	0	0	0	0
159	16.82	8	158	9	8	175
160	7.36	7	22	0	4	26
161	8.03	5	37	13	2	52
162	10.34	52	131	13	9	153
163	12.86	0	2	2	2	6
164	7.83	0	4	2	2	8
165	16.01	0	10	2	0	12
166	1.62	0	2	0	0	2
167	10.41	11	13	5	16	34
168	7.93	5	2	1	0	3
169	38.24	0	33	9	4	46
171	20.69	3	46	0	2	48
172	4.45	0	2	4	0	6
173	6.17	35	100	1	0	101
174	3.18	1	72	0	0	72
175	6.19	15	92	0	5	97
176	4.14	18	55	2	1	58
177	12.57	13	38	19	10	67
178	6.89	1	62	7	2	71
179	16.49	0	18	4	2	24
181	7.86	0	0	0	0	0
182	3.81	0	0	0	0	0
182A	2.09	0	0	0	0	0
183	19.05	1	13	1	0	14
184	15.66	5	18	4	13	35
185	6.36	0	5	0	6	11
186	3.57	0	0	0	0	0
187	19.74	1	134	1	11	146
188	15.92	0	2	4	2	8
189	20.32	11	11	3	10	24
190	28.27	16	61	10	9	80
191	9.30	2	7	1	0	8
192	3.49	0	13	1	1	15

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
193	6.63	0	1	2	0	3
194	3.67	0	8	0	7	15
195	15.91	15	45	3	11	59
196	5.38	1	17	1	1	19
197	10.97	0	0	0	0	0
198	19.22	0	1	2	2	5
199	4.62	0	0	0	0	0
200	1.87	0	0	0	0	0
201	20.10	0	20	2	2	24
202	75.15	27	123	11	19	153
203	5.32	0	0	0	0	0
205	3.81	0	3	3	0	6
207	16.01	9	3	0	0	3
209	2.93	0	6	0	0	6
213	6.66	16	85	7	0	92
214	7.30	0	6	0	2	8
215	4.65	0	43	3	0	46
216	2.78	0	0	0	0	0
217	3.84	0	15	2	0	17
218	7.00	5	63	0	15	78
219	14.98	0	5	1	2	8
220	5.80	4	43	0	1	44
222	8.08	2	7	0	0	7
229	5.94	18	45	11	15	71
234	6.95	0	4	1	0	5
243	6.70	48	37	11	0	48
244	5.72	0	0	0	0	0
254	8.41	3	0	2	2	4
262	9.37	0	7	0	3	10
263	6.23	0	3	2	0	5
272	17.95	0	1	1	0	2
275	4.15	1	1	5	0	6
286	3.60	0	4	0	2	6
287	3.36	3	43	3	5	51
289	5.13	1	1	2	0	3
302	7.96	7	43	5	0	48
305	3.42	0	42	2	4	48
309	4.74	0	2	0	0	2
313	6.85	2	22	3	0	25

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
314	2.04	12	35	2	3	40
315	1.95	0	8	0	0	8
316	6.04	0	0	0	0	0
317	6.10	0	0	0	0	0
318	3.14	0	0	4	0	4
319	2.83	0	0	0	0	0
320	7.05	0	0	0	0	0
322	9.80	0	18	5	11	34
334	4.40	0	24	0	0	24
337	4.91	8	78	7	3	88
341	15.97	0	3	0	0	3
343	1.50	0	0	0	0	0
349	4.17	25	11	5	0	16
354	7.35	0	0	0	0	0
361	3.54	0	3	0	0	3
364	4.56	0	28	6	0	34
372	14.95	88	98	14	21	133
401	2.29	0	1	0	4	5
403	0.81	0	0	0	0	0
404	0.81	0	0	0	0	0
405	0.47	0	0	0	0	0
410	2.28	0	0	0	0	0
411	1.98	2	2	0	9	11
422	0.31	1	6	1	0	7
423	0.31	0	0	0	0	0
424	0.86	0	4	0	0	4
426	0.20	0	0	0	0	0
429	0.67	0	0	0	0	0
430	0.86	0	2	2	0	4
431	2.39	0	0	0	0	0
432	0.54	0	0	0	0	0
433	1.28	1	1	0	0	1
434	10.13	0	0	0	0	0
435	0.21	0	0	0	0	0
437	0.44	0	5	0	0	5
438	2.90	0	0	0	0	0
439	0.56	0	0	0	0	0
449	1.07	0	0	0	0	0
450	4.46	0	0	0	4	4

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
453	0.32	0	0	0	0	0
454	1.89	0	0	0	0	0
476	1.41	0	2	0	1	3
478	6.08	0	0	0	0	0
480	0.77	0	0	0	0	0
481	0.28	0	0	0	0	0
482	4.11	0	0	0	0	0
483	0.49	0	3	1	0	4
485	1.17	0	0	0	0	0
486	1.08	0	0	0	0	0
487	4.24	0	0	0	0	0
488	0.90	0	0	0	0	0
489	0.17	0	0	0	0	0
490	1.10	0	0	0	2	2
492	0.24	0	4	0	0	4
493	0.34	13	12	0	0	12
501	0.77	0	0	0	0	0
502	6.31	33	81	7	4	92
503	0.68	0	4	0	0	4
504	0.70	0	0	0	4	4
505	0.53	0	0	0	2	2
508	1.82	0	0	0	0	0
509	0.51	0	6	1	0	7
510	2.55	0	13	1	0	14
511	0.38	0	0	0	0	0
513	0.67	0	0	0	0	0
514	0.20	0	4	0	0	4
515	0.20	0	4	0	0	4
516	0.18	0	0	0	0	0
517	1.24	6	31	5	0	36
518	0.45	0	0	0	0	0
524	0.31	0	0	0	0	0
526	1.66	0	1	0	0	1
527	2.05	3	13	2	2	17
528	2.59	0	0	0	0	0
529	1.33	24	29	0	0	29
530	0.58	1	12	0	1	13
531	1.39	0	6	0	0	6
532	0.44	0	0	0	0	0

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Bufton issue)	Potential Max Number of Ramps
533	4.03	0	26	2	2	30
534	4.45	2	24	1	0	25
535	0.21	0	0	0	0	0
536	1.53	0	8	9	2	19
539	3.70	0	0	0	0	0
540	1.43	0	0	0	0	0
541	0.82	0	0	0	0	0
542	0.30	0	0	0	0	0
543	0.38	0	0	0	0	0
545	0.15	0	7	0	0	7
549	1.14	0	2	2	0	4
552	0.23	0	0	0	0	0
555	1.30	3	63	0	0	63
565	1.73	0	9	1	0	10
569	0.17	0	0	0	2	2
572	0.48	0	2	0	1	3
585	1.25	0	0	0	0	0
597	0.58	0	0	0	0	0
598	0.76	1	3	0	0	3
600	0.67	0	0	0	0	0
602	3.28	4	9	2	0	11
603	3.54	0	0	0	0	0
604	0.80	0	0	0	0	0
605	0.30	0	0	0	0	0
607	2.54	0	0	0	2	2
608	4.32	0	0	0	0	0
609	0.97	0	0	0	0	0
610	2.16	0	0	0	0	0
612	0.14	0	0	0	0	0
614	2.63	0	18	1	0	19
615	1.32	2	3	0	0	3
616	6.83	0	12	2	0	14
617	0.85	0	0	0	0	0
618	0.69	0	0	0	0	0
619	0.49	0	0	0	0	0
620	0.31	0	0	0	0	0
621	0.10	0	0	0	0	0
623	1.25	0	0	0	0	0
624	0.60	0	0	0	0	0

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
625	0.99	6	1	0	0	1
626	0.25	0	0	0	0	0
627	0.91	0	0	0	0	0
628	0.33	0	0	0	0	0
629	0.26	0	0	0	0	0
630	0.36	0	0	0	0	0
631	0.00	0	0	0	0	0
632	0.80	0	9	1	1	11
633	0.79	0	5	0	0	5
635	0.58	12	11	3	0	14
636	0.64	0	16	0	0	16
637	0.51	0	0	0	0	0
638	0.12	2	3	0	0	3
639	0.77	4	29	1	0	30
640	0.14	0	0	0	0	0
641	1.76	2	44	2	0	46
642	2.65	0	22	3	6	31
643	0.13	0	0	0	0	0
644	0.75	0	0	0	0	0
646	0.18	0	0	0	0	0
647	0.24	0	0	0	2	2
649	2.69	2	8	1	0	9
654	0.28	0	0	0	0	0
660	1.64	0	0	0	0	0
661	0.11	0	0	0	0	0
664	5.70	1	0	0	0	0
668	2.00	0	0	0	0	0
700	1.73	10	74	0	0	74
702	0.81	0	0	0	0	0
703	0.20	0	0	0	0	0
705	2.63	3	69	23	0	92
706	0.82	24	0	0	0	0
707	3.62	67	52	2	0	54
708	0.32	0	7	0	1	8
709	0.27	4	7	0	0	7
710	0.31	0	10	0	0	10
711	0.81	0	1	0	0	1
712	0.24	1	9	0	0	9
713	0.27	0	0	0	0	0

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
714	5.00	2	10	4	11	25
715	0.51	2	2	0	2	4
717	1.15	0	3	2	8	13
718	0.27	2	2	0	0	2
719	2.02	1	33	0	2	35
720	0.26	0	0	1	3	4
721	1.85	0	2	0	0	2
722	0.37	0	5	0	0	5
723	0.16	0	0	0	0	0
725	0.08	0	0	0	2	2
726	0.10	0	0	0	0	0
727	1.26	2	12	0	0	12
728	0.88	0	7	0	0	7
729	0.58	4	5	0	0	5
730	1.30	2	17	4	0	21
731	0.31	0	7	0	0	7
732	1.05	7	13	8	0	21
734	0.58	0	5	0	0	5
735	0.21	0	2	0	0	2
736	3.64	0	65	14	1	80
737	1.52	7	48	5	0	53
738	0.80	0	0	0	0	0
739	0.21	0	2	0	0	2
740	3.26	4	14	0	3	17
741	0.09	4	0	0	0	0
742	0.00	0	0	0	0	0
743	0.64	0	0	0	0	0
745	1.21	9	22	5	0	27
749	0.21	0	0	0	0	0
753	0.17	0	2	0	0	2
794	1.05	0	0	0	0	0
800	11.83	3	89	1	6	96
801	2.61	7	0	2	2	4
805	2.76	0	12	4	0	16
806	1.54	1	8	1	3	12
807	0.50	4	18	0	0	18
809	0.74	1	0	0	0	0
810	0.43	0	0	0	0	0
812	0.11	0	0	0	0	0

Route Number	Route Length	Existing Ramps with warning mat	Existing Ramps (various types)	Future Potential Ramps	Future Potential Ramps (Ped. Button issue)	Potential Max Number of Ramps
813	0.63	0	0	0	0	0
816	2.22	0	11	0	2	13
819	3.16	0	0	0	0	0
822	3.62	0	6	0	0	6
824	0.29	0	0	0	3	3
827	3.44	0	0	0	0	0
832	0.32	0	0	0	0	0
833	1.23	0	0	0	0	0
835	1.00	0	0	0	0	0
836	0.13	0	0	0	0	0
837	0.05	0	0	0	0	0
838	0.07	0	0	0	0	0
839	0.83	0	0	0	0	0
840	0.85	0	0	0	2	2
841	0.16	0	4	0	0	4
843	0.16	0	2	0	0	2
844	3.33	2	13	11	3	27
845	1.64	2	21	0	1	22
846	1.30	6	22	2	0	24
847	7.46	0	97	33	0	130
848	3.31	0	4	0	0	4
849	0.21	4	2	0	0	2
852	0.00	0	0	0	0	0
853	0.39	2	2	0	0	2
855	1.51	7	17	4	0	21
860	1.07	0	0	0	0	0
867	1.20	0	1	0	0	1
900	0.20	0	0	0	0	0
901	0.11	0	0	0	0	0
907	0.10	0	0	0	0	0
908	0.16	0	0	0	0	0
910	0.04	0	0	0	0	0
911	0.14	0	0	0	0	0
914	0.06	0	0	0	2	2
915	0.06	0	0	0	0	0
916	0.16	0	0	0	0	0
918	0.16	0	0	0	0	0
919	0.25	0	0	0	2	2
		3,183	11,594	1,577	1,327	14,498

FIGURE 2: 2016 VIP PAVING PROGRAM & DISTRICT 1 APS
LOCATIONS



FIGURE 3: SUMMARY OF VIP RAMPS

VIP Year 2016

Thursday, January 15, 2015

Section Number	District No	Route	Town	Beg. Mile Point	Description of Termini	End Mile Point	Ramps w/ Warning Mat	No. Ramps Bit.	Ramps Sloped Conc.	Ramps w/ Def. Conc.	No. Ramps @ crossing	No Ramp @ Ped Button	Potential Add/reconst	Final Grand Total
160		Rocky Hill		3.399	RTE 3 (CROMWELL AVE) TO THE EAST BANK CT RIVER	6.087	6	1	14	1			16	22
229		Bristol		2.87	RONZO RD TO VINCENT P KELLY RD	3.58	2		2	3	2	3	10	12
372		Cromwell		9.05	SR 572 (WORTHINGTON RIDGE ROAD) TO ACC TO SB ROUTE 9	13.18	5		9	2	3	12	26	31
555		New Britain		0	RTE 372 (CORBIN AVE) TO MAIN ST #1	1.3	3	2	41	28			71	74
Section Grand Total							43	7	102	45	7	32	193	236
District Grand Total							60	15	249	130	34	64	492	552

2

21

006	Windham	93.15	RT 66 TO RT 203	95					13	6	1	4	24	24
006	Columbia	90.02	EB ACC FROM RT 32 TO WB US 6	93.36					4	2			6	6
017	Portland	0	RT 66 TO RT 17	3.02			9	7	18	1	2		28	37
044	Putnam	99.74	QUINEBAUG RIVER TO PEARL STREET	101.19			1	2	16	9	11		38	39
082	Salem	17.55	RT 85 TO RT 354	20.2			16						0	16
Section Grand Total							26	9	51	18	14	4	96	122

23

001	Groton	105	SR 649 TO RT 215	106.46			1	6	9		3	1	19	20
097	Norwich	0	RT 12 TO CANTERBURY TPKE # 2	2.94			1	2	15		3		20	21
148	Chester	13.02	PELTON HILL ROAD TO WEST BANK OF CT RIVER	14.75					3		2	2	7	7
153	Westbrook	1.2	PETTIPUAG RD TO RT 154	5.27					3	1	1		5	5
Section Grand Total							2	8	30	1	9	3	51	53
District Grand Total							28	17	81	19	23	7	147	175

3

Section Number	District No	Route	Town	Beg. Mile Point	Description of Termini	End Mile Point	Ramps w/ Warning Mat	No. Ramps Bit.	Ramps Sloped Conc.	Ramps w/ Def. Conc.	No. Ramps @ crossing	No Ramp @ Ped Button	Potential Add/reconst	Final Grand Total
005	31	Wallingford		11.09	WARD ST TO NORTH ST	12.14	2		27	6			33	35
010		New Haven		2.3	.10 MI N/O RTE 34 (DERBY AVE) TO RTE 63 (WHALLEY AVE)	3.42	10	3	26	43	1		73	83
010		Hamden		6.51	.02 MI S/O MATHER ST TO .04 MI S/O UP BIKE PATH (ABAND RR) (006	7.92	11	1	24	9			34	45
022		North Branford		6.52	E JCT RTE 17 (MIDDLETOWN AVE) TO .25 MI W/O RTE 80 & RTE 22 (FO	10.63				1			1	1
042		Bethany		9.56	RTE 69 (CARRINGTON RD) TO SOUTH BROOKSVALE ROAD	11.77		1	1		2		4	4
077		Guilford		0	RTE 146 (BOSTON ST) TO .28 MI S/O PROSPECT HILL RD	1.58	1		10	2	1		13	14
103		North Haven		1.47	RTE 17 (MIDDLETOWN AVE) TO RTE 22 (CLINTONVILLE RD)	5.31	4	1	11	2	11	2	27	31
114		Orange		0	US 1 (BOSTON POST RD) TO WOODSIDE DR	2.27					2	2	4	4
243		New Haven		5.23	WOODBIDGE TL TO RTE 63 (WHALLEY AVE)	6.7	48		18	2	7		27	75
Section Grand Total						76	6	117	65	21	7		216	292
001		Darien		8.97	STAMFORD TL TO NORWALK TL	12.88	19	16	53	10	17	2	98	117
001		Westport		20.93	CEDAR RD TO FAIRFIELD TL	22.77		2	17	2	8		29	29
057		Westport		0	RTE 33 (WILTON RD) TO END OVLP RTE 136	1.21	2	3	8		1	2	14	16
059		Fairfield		3.63	SR 726 (JEFFERSON ST) TO OLD OAK RD (OMIT LOG MI 3.78 TO 3.85)	5.87			1		3		4	4
123		New Canaan		2.64	NORWALK TL TO RTE 106 (SILVERMINE RD)	4.3			1	2			3	3
162		Milford		1.25	.01 MI W/O FACTORY LA TO EELS HILL RD (DE)	3.35	12	3	14	4	2	2	25	37
Section Grand Total						33	24	94	18	28	9		173	206
District Grand Total						109	30	211	83	49	16		389	498

Section Number	District No	Route	Town	Beg. Mile Point	Description of Termini	End Mile Point	Ramps w/ Warning Mat	No. Ramps Bit.	Ramps Sloped Conc.	Ramps w/ Def. Conc.	No. Ramps @ crossing	No Ramp @ Ped Button	Potential Add/reconst	Final Grand Total
007		Kent		46.35	NEW MILFORD T.L. TO RT 341	50.81		1				2	3	3
044		Salisbury		3.06	NORTH CANAAN T.L. TO RT 41 SOUTH	8.83	21	4	3				7	28
044		Canton		38.74	RT 179 TO RT 167	42.29	8	1	8	1	2	7	19	27
263		Winchester		4.35	.1 MI W/O SUCKER BROOK RD TO RT 44	6.23		2	1		2		5	5
800		Litchfield		0	RT 118 TO RT 202	2.57		18	11	5			34	34
Section Grand Total							29	26	23	6	4	9	68	97
43														
058		Redding		15.79	RT 107 TO RT 302	18.58			1		2	1	4	4
061		Bethlehem		0	RT 6 TO KASSON RD	4.81			1				1	1
067		Southbury		13.37	RT 172 TO RT 6	15.38		1					1	1
115		Derby		0	RT 34 TO STATE ST	2.05		4	5	44			53	53
801		Waterbury		0	BEG STATE MAINT TO CHESHIRE TL	2.61	7				2	2	4	11
Section Grand Total							7	5	7	44	4	3	63	70
District Grand Total							36	31	30	50	8	12	131	167
State Grand Total							233	93	571	282	114	99	1159	1392

FIGURE 4: APS PROJECT NO. 171-381

APS Project No. 171-381

1. Berlin – Route 372 at Webster Square Road (Int. No. 007-226)
2. East Hartford – SR 517 at Lilac St. and Drive to Coca Cola (Int. No. 042-228)
3. Hartford – U.S. Route 44 at Green Street and Williams Street (Int. No. 063-277)
4. Manchester – U.S. Route 6/44 at Summit St. and Drive to Professional Building (Int. No. 076-224)
5. Manchester – U.S. Route 6/44 at Spruce Street (Int. No. 076-236)
6. Manchester – U.S. Route 6/44 at Vernon Street and Riverside Drive (Int. No. 076-245)
7. Middletown – Route 66 at Old Mill Road and Boston Road (Int. No. 082-209)
8. Middletown – Route 66 at High Street (Int. No. 082-212)
9. Middletown – Route 66 at Pearl Street (Int. No. 082-213)
10. Rocky Hill – Route 99 at Route 160 (Int. No. 118-204)
11. Rocky Hill – Route 160 at West Elm Site Drive and the Oaks Dr. (Int. No. 118-236)
12. Vernon – Route 30 at Dobson Road (Int. No. 146-230)
13. West Hartford – U.S. Route 44 at Trout Brook Drive and King Philip Drive (Int. No. 155-207)
14. West Hartford – SR 529 at South Street and Private Drive (Int. No. 155-226)
15. Wethersfield – Route 99 at Route 175 and Wells Road (Int. No. 159-222)

FIGURE 5: APS PROJECT NO. 171-382

APS Project No. 171-382

1. Bloomfield – Route 187 at Park Avenue (Int. No. 011-214)
2. Bloomfield – Route 178 at Seneca Road (Int. No. 011-245)
3. Cheshire – Route 10 at Stop & Shop Drive (Int. No. 025-238)
4. East Hartford – U.S. Route 5 at U.S. Route 44 (Int. No. 042-203)
5. East Hartford – SR 517 at Ensign Street and Pratt & Whitney Drive (Int. No. 042-254)
6. Enfield – U.S. Route 5 at Route 220 and North Main Street (Int. No. 048-206)
7. Enfield – U.S. Route 5 at Alden Avenue and Belmont Avenue (Int. No. 048-207)
8. Enfield – Route 220 at Spring Garden Road and Asnuntuck Community College Drive (Int. No. 048-234)
9. Hartford – U.S. Route 44 at Scarborough Street (Int. No. 063-203)
10. Manchester – Route 83 at Oakland Street (Int. No. 076-217)
11. Manchester – U.S. Route 6/44 at Cone Street and Pitkin Street (Int. No. 076-228)
12. New Britain – Route 175 at East Street #2 (Int. No. 088-289)
13. Newington – Route 173 at Route 174 (South Junction) (Int. No. 093-202)
14. Newington – Route 173 at Robbins Avenue (Int. No. 093-203)
15. Newington – Route 173 at Route 175 (Int. No. 093-204)
16. Newington – Route 173 at North Drive to High School (Int. No. 093-205)
17. Newington – Route 175 at Mill Street Extension (Int. No. 093-212)
18. Newington – Route 175 at Hawley Street and Constance Leigh Drive (Int. No. 093-213)
19. Newington – Route 176 at Lowrey Place and CVS Drive (Int. No. 093-223)
20. Newington – Route 173 at South Drive to High School (Int. No. 093-232)
21. Newington – Route 173 at Route 174 (North Junction) (Int. No. 093-249)
22. Plainville – Route 177 at Route 372 (Int. No. 109-208)
23. Rocky Hill – Route 99 at Parsonage Street (Int. No. 118-208)
24. Vernon – Route 83 at Dart Hill Road and Regan Road (Int. No. 146-204)
25. Vernon – Route 74/83 at Old Town Road (Int. No. 146-221)
26. West Hartford – U.S. Route 44 at Starkel Road, Supermarket Drive and Firehouse #4 (Int. No. 155-206)
27. West Hartford – Route 71 at Wolcott Road and Valley Crest Road (Int. No. 155-218)
28. West Hartford – Route 71 at West Farms Mall Drive #4 and Corbins Corner (Int. No. 155-238)
29. Wethersfield – Route 99 at Church Street (Int. No. 159-209)
30. Wethersfield – Route 287 at Wolcott Hill Road (Int. No. 159-212)
31. Wethersfield – Route 314 at Folly Brook Boulevard (Int. No. 159-217)
32. Wethersfield – Route 99 at SR 422 (Nott Street) and Nott Street (Int. No. 159-220)
33. Wethersfield – Route 99 at Executive Square (Int. No. 159-235)
34. Wethersfield – Route 99 at Goff Brook Shops Drive (Int. No. 159-237)
35. Wethersfield – Route 99 at Cumberland Avenue (Int. No. 159-243)
36. Windsor – Route 159 at Meadow Road (Int. No. 164-214)
37. Windsor – Route 159 at Route 75 (Int. No. 164-234)
38. Windsor – Route 75 at Route 305 and Prospect Street (Int. No. 164-255)
39. Windsor – Route 75 at River Street (Int. No. 164-275)

FIGURE 6: APS PROJECT NO. 171-372

APS Project No. 171-372

1. Berlin - Route 71 at Route 372 (Int. No. 007-212)
2. Berlin - Route 372 at Main Street and Depot Road (Int. No. 007-247)
3. Bloomfield - Route 178 at Jerome Avenue (Int. No. 011-204)
4. Bloomfield - Route 178 at Tyler Street and School Driveway (Int. No. 011-206)
5. Bloomfield - Route 178 at Retail Drive and Regency Drive (Int. No. 011-246)
6. Cheshire - Route 10 at Routes 68/70 (South Junction) (Int. No. 025-203)
7. Cheshire - Route 10 at Routes 68/70 (North Junction) (Int. No. 025-204)
8. Cheshire - Route 68 at Maple Avenue (Int. No. 025-207)
9. Cheshire - Route 10 at Lanyon Drive and Bank Drive (Int. No. 025-219)
10. East Hartford - U.S. Route 5 at U.S. Route 44 and Locust Court (Int. No. 042-202)
11. East Hartford - U.S. Route 5 at Governor Street and Phelps Place (Int. No. 042-213)
12. East Hartford - U.S. Route 5 at Prospect Street and Park Avenue (Int. No. 042-217)
13. East Hartford - SR 517 at Brewer Street and West Brewer Street (Int. No. 042-226)
14. East Hartford - SR 516 at SR 517 (Int. No. 042-227)
15. Enfield - Route 190 at Route 192 (Int. No. 048-201)
16. Hartford - Route 187 at Branford Street (Int. No. 063-295)
17. Manchester - U.S. Route 6/44 at Route 83 and Main Street (Int. No. 076-212)
18. Manchester - Route 83 at Middle Turnpike West and East (Int. No. 076-214)
19. Manchester - Route 83 at Hudson and Hilliard Streets (Int. No. 076-215)
20. Manchester - Route 83 at North Main and North School Streets (Int. No. 076-216)
21. Manchester - U.S. Route 6/44 at Adams Street and South Adams Street (Int. No. 076-220)
22. Manchester - U.S. Route 6/44 at Lenox Street (Int. No. 076-227)
23. Manchester - SR 502 at Waddell Road and Adams Street (Int. No. 076-232)
24. Manchester - Hartford Road at Keeney Street and McKee Street (Int. No. 076-247)
25. Meriden - U.S. Route 5 at East Main Street (Int. No. 079-205)
26. Meriden - Route 71 at Cold Spring Avenue and West Drive (Int. No. 079-239)
27. New Britain - Route 175 at Manafort Drive (Int. No. 088-280)
28. Newington - Route 176 at Market Square and Walsh Avenue (Int. No. 093-216)
29. Newington - Route 176 at Stoddard Avenue and Main Street (Int. No. 093-218)
30. Newington - Route 173 at Halleran Road and Foxboro Drive (Int. No. 093-253)
31. Plainville - Route 10 at Maple Street and East Maple Street (Int. No. 109-204)
32. Plainville - Route 10 at Route 372 (Int. No. 109-206)
33. Plainville - Route 372 at SR 536 (West Junction) (Int. No. 109-211)
34. Plainville - Route 72 at Route 372 and Cooke Street (Int. No. 109-220)
35. Rocky Hill - Route 3 at Route 160 (North Junction) (Int. No. 118-216)
36. Southington - Route 10 at West Main Street (Int. No. 131-204)
37. Vernon - Route 83 at Windermere Avenue (Int. No. 146-205)
38. Vernon - Route 30 at SR 541 and Center Road (Int. No. 146-208)
39. West Hartford - Route 218 at Overhill Road and Starkel Road (Int. No. 155-250)
40. Wethersfield - Route 3 at Route 99 (Int. No. 159-203)
41. Wethersfield - Route 314 at Ridge Road (Int. No. 159-216)
42. Wethersfield - Route 99 at Wethersfield Shopping Center and Commercial Drive (Int. No. 159-246)
43. Windsor - Route 159 at Maple Avenue (Int. No. 164-211)
44. Windsor - Route 159 at Barber Street and East Barber Street (Int. No. 164-218)

**TITLE II ADA/504 COMPLAINT DISPOSITION PROCESS &
ASSOCIATED FORMS**

Title II-AMERICANS WITH DISABILITIES ACT (ADA)/504
COMPLAINT DISPOSITION PROCESS

When the Department receives a complaint alleging a violation of Title II of the Americans with Disabilities Act (ADA) or Section 504 of the Rehabilitation Act of 1973 as amended by the Civil Rights Restoration Act of 1987, it is to be referred to the Department's ADA Coordinator (Nancy Bryant – Acting Director, Equal Opportunity & Diversity) for processing.

The ADA Coordinator will then log in the complaint. Complaints lodged against an entity other than ConnDOT will be immediately referred to Ms. Nichole McWhorter of the Federal Highway Administration's (FHWA) Office of Civil Rights for disposition. Ms. McWhorter's address is:

Ms. Nichole McWhorter
Investigations & Adjudication Team Director
FHWA Office of Civil Rights
1200 New Jersey Avenue, S.E.
Washington, DC 20590

If ConnDOT receives an ADA complaint in which ConnDOT is the respondent, the ADA Coordinator will log in the complaint and immediately forward the complaint to Ms. Nichole McWhorter of FHWA for disposition. However, if ConnDOT is the named respondent, ConnDOT may also look into the allegation internally and review the design, construction, maintenance and any other processes or procedures as identified by the complainant to ascertain if the specific processes or procedures are ADA compliant. This review will involve the ADA Coordinator as well as any specific technical ConnDOT staff necessary.

- If ConnDOT initiates an evaluation into the complaint, it will begin the evaluation within 15 days of the receipt of the complaint, and complete the evaluation within 90 days of the receipt of the complaint. At the conclusion of the evaluation a written report of the evaluation along with any recommendations will be prepared, reviewed and discussed with the appropriate Manager, Bureau Chief and/or Commissioners as well as any appropriate FHWA Civil Rights Staff. Any recommendations that need to be implemented will be followed up with and monitored by the ADA Coordinator.

ConnDOT will, in turn, be able to determine whether or not Department action may have led to a discriminatory act and/or if any immediate action is necessary on the part of ConnDOT. ConnDOT will communicate with and cooperate fully with the FHWA investigator(s) in the matter.

ADA/504 COMPLAINT LOG

<u>Complainant's Name</u>	<u>Date Received</u>
<u>Investigated by:</u>	<u>Date to FHWA:</u>
<u>Allegations:</u>	
<u>Disposition:</u>	
<u>Date of Disposition:</u>	

<u>Complainant's Name</u>	<u>Date Received</u>
<u>Investigated by:</u>	<u>Date to FHWA:</u>
<u>Allegations:</u>	
<u>Disposition:</u>	
<u>Date of Disposition:</u>	

(Date)

Ms. Nichole McWhorter
Investigations & Adjudication Team Director
FHWA Office of Civil Rights
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Ms. McWhorter:

Enclosed with this letter is a copy of an ADA/504 Complaint that has been filed by _____ against _____ in the State of Connecticut for your office's disposition.

If you need any further information in this regard, please let me know.

Sincerely,

Nancy L. Bryant
Acting Director
Office of Equal Opportunity & Diversity
(ADA Coordinator)

NLB
Enclosure
cc: Tina M. Lee

ADA/504 INTERNAL REVIEW REPORT

Name of Complainant
Respondent: ConnDOT
Date of Complaint

SUMMARY OF THE COMPLAINT

Describe the complaint. State the allegations and the location of the issues

SUMMARY OF ISSUES TO BE REVIEWED

List out separately each allegation that the complainant alleges:

Example: Allegation #1: The signal light at the intersection of _____ & _____ is not ADA/504 compliant in that it does not have auditory capability.

Describe here the Department's procedures in place that may have been violated.

THE PROCESS OF THE REVIEW

Name of person(s) and title(s) conducting the review and the actions necessary to determine any policy or procedure that may have been non-compliant.

DESCRIPTION OF ACTIONS TAKEN BY THE DEPARTMENT TO VERIFY PROCEDURES FOLLOWED:

FINDINGS

Describe the results of the review and any recommended actions by the Department. Be sure to reference the Interim ADA Transition Plan sections as appropriate.

Example:

Finding: Unsubstantiated. The ADA Coordinator and Ms.....made a site visit to said location and tested the signal light and it is equipped with and functioning properly with auditory capability.

Recommendations: *List here any recommendations necessary to remedy the situation.*

Signature of ADA Coordinator

Date

**State of Connecticut Department of Transportation
Office of Equal Opportunity and Diversity
(Americans with Disabilities Act) ADA/504 Complaint Reporting Form**

Reviewer: _____ Date: _____

Complainant Information

Name:	Race:	Sex:	
Street Address:	City:	State:	Zip:
Home Phone:	Work Phone:		

Respondent: _____ **Location:** _____

Is Complaint against ConnDOT? Yes _____ No _____

Complaint Details: (attach additional sheets if necessary)

Signature of Complainant: _____ **Signature of Reviewer:** _____

Date referred to FHWA: _____

